

January 28, 1993

Mr. Harold White
WSDOT
2714 N Mayfair Street
Spokane, WA 99207-2090



Re: North Spokane Freeway Interchange

Dear Mr. White:

The proposed North Spokane Freeway interchange concepts for Mission Avenue and Trent Avenue have been provided for my review. I have the following comments in regard to the interchange concepts:

I. Market Street Alignment

A. The proposed loop for northbound off and on-ramps is shown connecting to Trent Avenue at Freya Street. Traffic volumes from/to the freeway will probably require improvement of Freya Street between Freya Way and Trent Avenue to arterial standards and a signal installed at Freya Way and Freya Street as well as Freya Street and Trent Avenue.

The three intersection signalized network of the above two locations and Freya Way/Trent Avenue should be reviewed from a traffic engineering viewpoint for number of lanes, turn lanes, queue length, etc., which will be required.

B. The proposed loop for southbound off and on-ramps could be directed southward to Trent Avenue while maintaining the same ramp gore locations as the proposed ramps to Mission Avenue. This proposed loop would allow direct connections to the State highway as opposed to a City principal arterial.

It also appears that this connection to Trent Avenue could be made at the same location as the City's proposed Broadway/Springfield extension. The loop ramp combined with construction of Broadway/Springfield extension would provide very direct connections between the North Spokane Freeway and the heavy industrial area and the Fairgrounds.

This connection appears to be preferable to connection to Mission Avenue.

TRAFFIC ENGINEERING DEPARTMENT
John L. Boesel, P.E. - Director / Emerson B. Steele, Jr., P.E. - Operations / Brian W. Viehouser, P.E. - Design
808 W. SPOKANE FALLS BLVD. / SPOKANE, WA 99201-3314 (509) 625-6480

City of Spokane

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C. The above loop and Broadway/Springfield extension may require elimination of the Ralph/Desmet and Trent Avenue signal and the widening and left-turn improvements at the Freya Street and Springfield Avenue intersection.

II. Havana Street Alignment

A. Increased traffic volumes on Havana Street between Broadway and Trent Avenue from the Freeway interchange may require improving Havana by widening, grade separating the railroad crossing and signalizing the intersection of Havana Street and Trent Avenue.

B. Mission Avenue as well as Havana Street and both ramp terminals will require signalization along Trent. The four signal network should be analyzed to determine number of lanes, turn lanes, queue lengths, signal spacing, etc., for an appropriate design.

Thank you for the opportunity to review the proposed interchange and please contact me if you have any questions about my comments.

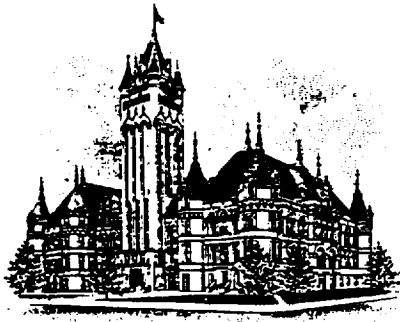
Sincerely,



Donald A. Ramsey, P.E.
Traffic Systems Engineer

dar/ji
frwychng.mem
cc Charlie Dotson, Planning Services Director

City of Spokane (continued)



SPOKANE COUNTY COURT HOUSE

SPOKANE COUNTY

PLANNING DEPARTMENT

BROADWAY CENTRE BUILDING N. 721 JEFFERSON STREET

PHONE 456-2205

SPOKANE, WASHINGTON 99260

August 18, 1992

Harold White, Project Manager
North-South Freeway
Washington Department of Transportation
District 6
2714 North Mayfair Street
Spokane, WA 99207

SUBJECT : Market/Greene-Havana north-south freeway access

Dear Mr. White:

The Spokane County Planning Commission has followed the Market/Greene-Havana freeway project with great interest. As you are aware, the north Spokane area has been planned for and is experiencing a lot of growth. The Planning Commission has always understood that transportation, as one aspect of urban services that the area requires to be improved, would be mitigated by a north-south freeway. In fact, one of the reasons that the large amount of industrial and urban land use categories were designated north of Francis Avenue was that there would be a freeway to relieve traffic congestion in the area.

We, as Planning Commissioners, also understand the absolute necessity to limit access to such a facility so that the freeway's primary task of providing regional traffic movement can be achieved. We are, however, very concerned that placing the freeway in the north area and then limiting access to the very property it impacts does not allow our county residents the benefit of utilizing the regional trips themselves.

As we understand the current project proposals, there is no access to be allowed between Francis Avenue and the tie-in to the Newport and Colville Highways. The distance between access points in that case would be three to four miles. We believe no access for that distance and in that location is unreasonable. There is a network of arterials that intersect the new freeway alignment approximately in the location of Stoneman Road. The Spokane County Planning Commission has by motion gone on record that there should be access in that area to allow our constituents to utilize the freeway for regional trips.

We believe not allowing access in the above-described area is a detriment to the land use planning we have achieved and will not satisfy the desires or expectations of those

Spokane County

Harold White
Washington Department of Transportation
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individuals associated with and impacted by the north-south freeway. The Spokane County Planning Commission respectfully requests that the access question be reinvestigated and revised.

Sincerely,



VERONA SOUTHERN, Chair
Spokane County Planning Commission

c : Wallis D. Hubbard, Director, Spokane County Planning Department
J. C. Lenzi, District 6 Administrator, Washington State DOT
Gary Kennaly, County Engineer's Office
Board of County Commissioners
Patricia A. Mummey, Chair
Steven Hasson
John R. McBride

Spokane County (continued)



West 1730 Boone Avenue
Spokane, Washington 99201-2586

(509) 325-6000
SUAN 595-6000
FAX (509) 375 6036

"Providing the Highest Quality
Public Transportation"

August 11, 1994

Mr. Rick Jordan
Washington State Department
of Transportation
2714 North Mayfair
Spokane, WA 99207-2090

Dear Mr. Jordan:

In response to the North Spokane Freeway park and ride locations:

<u>Site</u>	<u>Location</u>	<u>Option</u>	<u>Comments</u>
1	SR 290 I/C	Havana	Visibility - poor. Access - hard to determine from maps provided. Need access to on/off ramps.
2	Wellesley Avenue I/C	Havana	Site may need to be expanded to Myrtle Street with access on Myrtle Street for further capacity.
3	Francis Avenue I/C	Havana	Site access to be provided on Myrtle Street.
4	SR 290 I/C	Market	General locations appears okay.
5	Wellesley Avenue I/C	Market	Location is good, however, access may be restricted due to channelization on Wellesley.
6	Francis Avenue I/C	Market	Location is good, however, access may be restricted due to channelization on Francis.
7	SR 2/Farwell I/C	North	Location is okay, however, access to the freeway looks extremely difficult.
8	SR 2/Hawthorne Road	South	Location is okay, however southbound access to facility appears non-existent, especially if channelization is used on SR 2.
9	SR 395 I/C	South	Site does not show any expansion capabilities or access to facility.

Spokane Transit

Letter to R. Jordan, WSDOT
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In general, site location needs to be adjacent to the facility and have ease of access for bi-directional travel. Raised channelization on adjacent roadways will impede transit access and ultimately auto access will be limited thereby decreasing transit effectiveness. Signalized intersection access will enhance park and ride locations.

Future flyer stops need to be considered at Stoneman I/C, Hastings Road, Empire/Garland area, Spokane Community College, and the North Freeway/I-90 I/C. Further, discussion will need to address HOV issues as future considerations.

Sincerely,



Christine Fueston
Planning Manager

Spokane Transit (continued)



U.S. Department
of Transportation

Federal Highway
Administration

AUG 07 1995
ENVIRONMENTAL AFFAIRS

Washington Division

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711 South Capitol Way
Olympia, Washington 98501-1284
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CONCISE

JUL 24 1995

July 11, 1995

HEV-WA/577.2

Advisory Council
on Historic Preservation
[Signature]
U.S. Department of Transportation

Ms. Claudia Nissley, Director
Western Office of Project Review
Advisory Council on Historic Preservation
730 Simms Street, Room 450
Golden, Colorado 80401

**North Spokane Freeway
Spokane County, Washington
Finding of No Adverse Effect**

Dear Ms. Nissley:

The Federal Highway Administration intends to provide funding for a transportation project to build a freeway connecting Interstate 90 to US 395 and State Route 2 along a corridor on the eastern boundary of the city of Spokane, Washington. Two alternatives have been proposed: the Market/Greene Street corridor and the Havanna Street corridor. The proposed improvements are described in the enclosed "Documentation for Finding of No Adverse Effect."

The enclosed documentation describes properties, within the undertaking's area of potential effect, eligible to the National Register of Historic Places (Register). The determinations of eligibility were made in accordance with the criteria listed in 36 CFR 60.4 and in consultation with the State Historic Preservation Officer (SHPO). The documentation also includes copies of consultation letters between the SHPO and the Washington State Department of Transportation (WSDOT).

In consultation with the SHPO, we have applied the criteria of effect and adverse effect, found in 36 CFR §800.9 of your regulations, to this undertaking. Based on this consultation, we have determined that the proposed project will have no adverse effect on any property in or eligible to the Register.

(more)

U.S. Depart. of Transportation Federal Highway Administration

Please review the material enclosed and contact José M. Miranda at (360)534-9323 if you have any questions. If we do not receive any comments from you within 30 days after your receipt of this letter, we will assume that you do not object to our determination and will authorize the WSDOT to proceed with the undertaking.

Sincerely,

GENE K. FONG
Division Administrator



By: Gary S. Hughes
Division Programs Engineer

Enclosures

U.S. Depart. of Transportation Federal Highway Administration (continued)